Elegance and Solid Comfort

Steamer Princess Victoria Will Be a Veritable Floating Palace.

Solid Conford

The Control of the Value River

The Control of

Coming Struggle

On the Yalu River

In old Greenwich village, where there are more English familiss to the block than in any other part of New York, there is one fish dealer who makes a specialty of English soles. To the Englishman there is no fish like the sole. He eats it fried for breakfast, and cut in filets, with Tartar sauce, for dinater. In some American restaurants small flounders are served as English soles, but neither in appearance nor taste is the flounder anything more like the real article than a pigeon is like a canvasback duck.

Intil the six day steamers became

THE ENGLISHMAN'S CRAVING Princess Victoria On Sound Run

Palatial New Steamship of The C. P. R. Relieves The Beatrice.

Proposal to Establish an Iron Shipbuilding Yard Again Revived.

Last evening the palatial steamship Princess Victoria relieved the steamer Princess Victoria relieved the steamer Princess Eastrice on the Victoria Princess Victoria relieved the steamer Yor he summer traffic are completed. The Princess Victoria will prove an immense aid to the tourist traffic, say those qualified to express opinions on the matter. She will certainly be a most interesting introduction to the beauties of the city, and will give the traveling public a good idea of the enterprise of Victoria.

ARADES ELLED

It Is One of the Best Ways to Develop

Annual Report Canada's Fisheries

How B. C. Pays Revenue Altogether Out of Pro-

Splendid Record Is Established

Steamship Princess Victoria Comes From Seattle in Remarkable Time.

No Likelihood It Will be Reduced Except By Same Vessel.

(From Friday's Daily.)

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The steamer Princess Victoria established a new record which will probably stand until she breaks it again herself, yesterday, when she made the run from Seattle to Victoria in three hours and twenty-four minutes, from full speed ahead to slow bell off the ocean docks. She blew her whistle at five minutes past one o'clock and was tied up at her berth here at sixteen minutes past one, which is exceedingly rapid handling.

The Princess left Seattle at half-past nine and overtook the steamer Whatcom as that vessel was going into Port Townsend, the Whatcom having left Seattle at half-past eight o'clock the same morning. The Princess Victoria did the trip under normal full speed pressure, and not forced draught, which adds considerably to the feat. Under forced draught, pushed to her limit, it is quite probable that a material reduction could be made in the record set up yesterday. Those things, however, arways keep well for emergencies.

Captain and Mrs. Troup made the round trip with the Princess, and were thoroughly satisfied with the manner in which the flagship of the C. P. R. coast fleet behaved herself. The steamer ran with the smoothness of a Pullman train and maintained the twenty miles an hour with an ease that delighted all aboard. It is hardly possible to detect any vibration from the engines even when they are going at such speed, so finely balanced is the machinery. The fifty passengers aboard were enthusiastic in their praise of the steamer's splendid performance, and predict unlimited patronage for the the Princess no matter what route she may travel.

At Seattle the arrival and departure of the steamer's splendid performance, and predict unlimited patronage for the time thing in shipbuilding that has ever entered that port. Captain Toup says that the vessel never ran faster that she did several times on the way over yesterday morning, and she fully demonstrated her ability to undertake the triurban route when the time comes.

The Princess Beatrice is ready to resume duty, whi

MAY CHANGE FLAG. Reported That C. P. R. Steamers Tar-

tar and Athenian May be Sold.

One of the passengers who arrived there by the steamship Empress of China Tuesday morning, in discussing the war conditions in the Far East, and the manner in which the Japanese government is buying up steamers for the purpose of transportation of troops, said that it was well understood in the Orient that megotiations had been almost completed for the transfer of the splendid steamships Tartar and Athenian, of the C. P. R. ocean fleet to the Japanese government. In fact he was surprised on landing here to learn that the deal had not been consummated by the formal turning over to the Japanese of the vessels mentioned.

The Tartar and Athenian are peculiarly suited for transports, and the Tartar did fine service in that way during the opening years of the Philippine war, when she ran under charter to the United States government from Puget sound to Manila, and conveyed many thousands of troops to the islands.

The price to be paid by the Japanese for the two ships was not stated, but as they are first-class vessels and in prime of usefulness, it is probable that the figure will be exceedingly handsome. Both steamers could be trans-

prime of discrimess, it is probable that the figure will be exceedingly handsome. Both steamers could be transformed into very effective unarmored cruisers of the Japanese wanted auxiliaries, as they probably will before the war is over.

If the transfer of those steamers is made, the Japanese will have two of the finest steamers running on the Pacific included in their trooper service.

What is supposed to be some more of the wreckage of the unfortunate steamer Clallam, which foundered in the gale in the strait on January Sth, drifted ashore at the foot of Menzies street, Dallas road, yesterday morning. The wreckage consists of about twenty feet of the flimsy, tongued and grooved boarding pierced with doors and windows and painted white, seemingly part of the wall of the upper deckhouse.

The sea has torn part of the boarding away exposing the tacks with which it was fastened in place. The work is of the flimsiest kind, even the framework to which the boards are attached being light and thin. A number of boys got hold of the wreckage in the afternoon and used it as a raft.

No one seems to know from which quarter the wreckage drifted, but it is believed that it came from the direction of the Guif islands. It is possible that it may have separated from the mass of wreckage of the Clallam now lying at Oak bar, but as that is pretty well secured, this view is not entertained by water front men who have seen the new wreckage. The sea has torn part of the board-

LINE TO AUSTRALIA.

Within three months, says the Tacoma Ledger of yesterday, Tacoma will be the terminy of a new steamship route between here and Australia, on which three large steamships are to be run, According to the plans a six weeks' service will be given. The opening upof trade between Puget sound and Australia means the importation of large quantities of wool, and it is stated that the construction of a woollen mill will be underaken in this city before many weeks pass. The necessary railroad connections have been secured and the project is evidently bound to be a great addition to Tacoma's already large foreign commerce.

A purty of English capitalists is interested in the woollen mill matter and Tuesday evening R. A. Alley departed for San Francisco, whence he will proceed to New York to discuss the matter with the promoters. Mr. Alley recently returned from British Columbia, where he made the necessary arrangements for the new steamship line to Australia.

According to the plans the steamship Maori King will be the first to go out on the new route in July. The Maori King is of 7,000 tons, and sister liners of the same capacity will follow later. Honolain, New Zealand. Fiji islands and Australia ports will be made. Mr. Alley has secured the contract from the Grand Trunk railroad, of Canada, for carrying its freight and passengers on the new steamship line, the Northern Pacific to make the necessary connections between the Grand Trunk terminus and Tacoma. There is already much areight in sight for the steamships, including merchandise of all kinds. A location for the woollen mill bas been secured on Chambers creek, and it will probably be begun when Mr. Alley returns.